

TRAIL ANNUAL REPORT 2014-15



Identify

Projects that have been identified in the City's Greenprint or trail database

14.18 miles

Study

Projects that have been or are currently being studied to determine a feasible alignment.

14.74 miles

Plan

Projects that have been or are currently being master planned for future development.

38.28 miles

Design

Projects that have been or are currently being designed (construction documents).

8.92 miles

Build

Projects that have been or are currently being constructed.

0.63 miles

Open

Projects that are open to the public.

56.77 miles, either paved or interim:

45.91 miles (paved)
10.86 miles (interim)

Program Overview

The Trail Program's vision is to be the national leader in the integration of urban trails. Within this context, the program is developing a 100-mile interconnected trail network comprised of 36 individual trail systems which are defined by the Greenprint and consistent with the Mayor and City Council's Green Vision. The existing 57-mile network is already recognized as one of the nation's largest. Doubling this mileage is an ambitious effort and this report presents the projects over the past

12 months that have supported that outcome.

Readers of this report will note that many of the on-going projects result in master plans and construction documents. These projects do not provide immediate public access but place the City in an excellent position to competitively pursue grants that will lead to construction of additional trails.

Program Updates

Awards and Recognition

Award of Merit awarded by the California Trails and Greenways

Conference for the Three Creeks Trail Master Plan.

Trail Count 2014

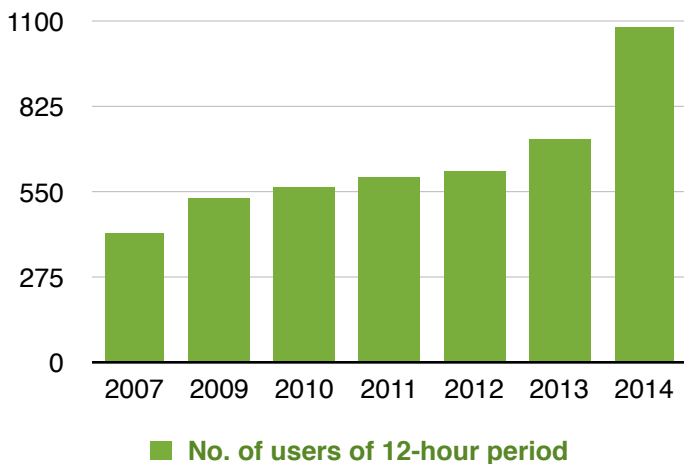
The September 2014 count captured travel volumes at eight count stations along the Guadalupe River (3 stations), Los Gatos Creek (2 stations), Los Alamitos Creek, Three Creeks, and future Five Wounds Trail alignment.

For the eighth year, trail usage has increased along the Guadalupe River count stations. The overall number of trail users across all trails has also continued to climb.



The data gathered from Trail Count supports trail planning and competitive grant writing. It also reminds the community and leaders that trails are an integral part of our balanced transportation system. Volunteers from the Guadalupe River Park Conservancy, Silicon Valley Bicycle Coalition, Save Our Trails, Five Wounds/Brookwood Terrace Neighborhood and others joined with City of San José staff to conduct the eighth annual count and survey of trail users.

Trail Count 2015 - Coleman Avenue Count Station



The Guadalupe River Trail's count station north of Coleman Avenue has been used since 2007 and is used for comparative purposes. With this year's count, 1,082 trail users passed by this station over the 12-hour count period. This represented a 50% increase over 2013, and the eighth consecutive year of trail usage growth.

The San Fernando Street Count Station along the Guadalupe River Trail saw a 40% increase in trail users over the prior year, with 1,256 counted.

The River Oaks Count station had 1,689 users. This station captures an intersection within the trail network. The count figure represents both the primary north-south trail users, as well as the east-west River Oaks Parkway trail users that were accessing nearby light rail, and employment and housing in the immediate area. This was the first year that a 12-hour count was conducted. Prior counts only accounted for AM Peak and PM Peak travel.

The Los Gatos Creek Trail station near Leigh Avenue saw 1,397 users, which was 15% above the prior year.

The count station at Los Alamitos Creek near Camden Avenue was the only station to monitor a decline in usage in 2014. The number of users fell by 18.5% with 789 counted. Trail Count managers did not have a theory as to why the number dropped. There were no unusual conditions like closures, detours or planned special events that may have limited or discouraged use.

See the "Reports" page of the website for more information about Trail Count.

Competitive Grant Writing

Staff utilizes a Council-approved prioritization process to rank and align projects with grant funding opportunities. This approach ensures that the existing trail systems continue to expand in a logical manner and that the City targets grant applications in the most strategic manner. Over the past year, staff wrote and submitted 12 grant applications. Over \$2,800,000 in funding was secured over the past 12 months.

Project	Request	Status
Coyote Crk (BART-Watson Pk)	\$3.6M	Decline
Coyote Crk (Singleton Crossing)	\$2.5M	Decline
Coyote Crk (Singleton Crossing)	\$405k	Decline
Coyote Crk (Brokaw-UPRR)	\$712k	Award
Three Crks Trail (west)	\$1M	Award
Coyote Crk (Singleton Crossing)	up to \$1M	Award
Coyote Crk (BART-Watson Pk)	\$5.2M	Pending
Coyote Crk (Story-Phelan)	\$2.3M	Pending
Coyote Crk (BART-Santa Clara St)	\$10M	Pending
Climate Ready Study - SV Loop Trail	\$60K	Award
Coyote Creek (Tasman - 40 acres)	\$200K	Decline *
Three Crks Trail (Volunteer Supplies)	\$5k	Pending

* Coastal Conservancy declined the \$200k grant application for Coyote Creek Acquisition but expressed a desire to partner with \$120k in funding towards the acquisition.

Staff also pursued support for non-built work. Staff submitted two proposals to the Rails to Trails Conservancy for technical support for two efforts:

- Development of “**Legacy Trails**” to foster targets for charitable and corporate giving.
- **Technical Support** for acquisition of the Five Wounds Trail alignment.

Both applications are pending and staff awaits to hear news of possible support.

Innovation

Staff developed a unique formulation for application of highly reflective thermoplastic striping as part of all new trail installations. This approach has been used over the past 3 years. But staff has found that the limited width of trails, and a single small-scale installation machine was constraining competitive bids for striping work. Staff revisited the formulation and developed a cold-mix formula that could be more easily installed. This approach produces the same results. It requires a few extra hours to set properly before trail users can walk and bike across the striping. This innovation is expected to yield more competitive bids, reduce hydro-carbons and continue to offer the highly reflective striping surface unique to San José Trails.

Staff has been communicating with Google’s StreetView team over the past several years to find opportunities to showcase San José Trails. In June 2015, the StreetView Team conducted the first ride of its newest camera and tricycle along the Guadalupe River Trail, from Discovery Meadow (Downtown, Woz Way) to Alviso (Gold Street).

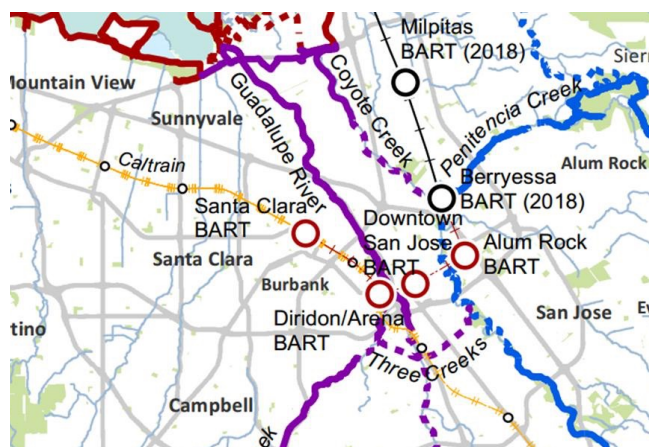
Social Networking

The Trail Program has had an active social media effort via Twitter (@SanJoseTrails) since March 2010. Over the past 12 months, 500 “tweets” were posted to provide project updates, upcoming trail closures, and other news items. The number of followers increased by

over 50% with over 1,500 followers. Followers include members of the local community, state and national organizations, media and others.

Balanced Transportation

Staff collaborated with the Bay Area Ridge Trail and San Francisco Bay Trail (Association of Bay Area Governments) to secure a Climate Ready grant to prepare a study on the value of trails as part of a balanced transportation network. Ten additional agencies have joined the study which focuses on four trails in north and central San Jose (Guadalupe River Trail, Coyote Creek Trail, Highway 237 Bikeway and Three Creeks Trail). A completed study will document the value and opportunity of trails to provide transportation options, reduce greenhouse gases, and define the project improvements necessary to draw more users.



Strategic Plan

Staff is preparing a strategic plan to support City Council decision making on the resources required to advance and complete development of the 100-mile interconnected trail network. Surveys of benchmark agencies and inter-agency workshops

have occurred. The plan will identify opportunities for funding, alternative approaches, and collaborative relationships that may support more rapid trail development. The plan is expected to be complete by Spring 2016.



Active Projects

Bay Area Ridge Visibility Signage

The project will include directional and branding signage along Harry Road / McKean Road in south San Jose to reinforce the Bay Area Ridge Trail alignment between Los Alamitos Creek Trail and the County's Quicksilver Park. A conceptual signage plan has been developed and is under review by the City, County and Bay Area Ridge Trail council. Installation is expected to occur in late 2015.

Guadalupe River Trail – Chynoweth Avenue Bridge Feasibility Study

A study is underway to determine the feasibility of a pedestrian bridge to span across Guadalupe River, and align with Chynoweth Avenue. The bridge would link the trail and neighborhood to the new Almaden Ranch development. Preliminary alignments have been developed based on field research, and coordination with the Army Corps of Engineers and the Santa Clara Valley Water District. Staff expect to share preliminary findings and seek input from the community in Fall of 2015.

Call Boxes Removal

All urban trail alignments in San Jose have cellular phone coverage so trail users have access to the dispatch center. At this time, deployment of mileage markers is nearing completion along the city's more remote trails. At this time, most trail call boxes have been removed. The remaining units are to be removed through summer 2015. Research indicated that the call boxes were seldom used and were often found non-functional due to vandalism.

Coyote Creek (Hwy 237 Bikeway-Tasman Dr)

Construction documents (plans & specifications) have been developed to the 90% stage and staff is seeking permits from regulatory agencies. Prior agreements with the Santa Clara Valley Water District and Valley Transportation Authority are being updated to reference the paved trail improvements. Construction is expected to commence in Spring 2016.

Coyote Creek (Story Rd-Phelan Av) Design

Construction documents have been developed to the 95% stage and related CEQA (California Environmental Quality Act) documents have been completed. This design work supports competitive grant writing for construction funds and raises the priority of this project for City funding sources.

Coyote Creek (Story Rd-Selma Olinder Park)

Construction documents have been completed and permits are being secured from regulatory agencies. An agreement is being negotiated to gain access rights from Caltrans to operate the trail beneath Highway 280. Construction of the project is expected to commence in Spring 2016.

Coyote Creek / Singleton Crossing Conceptual Study

A study is underway for removal of an in-channel crossing, restoration of creek banks, and construction of a clear span pedestrian bridge to support continued operation of the Coyote Creek Trail system. The project is highly supported by regulatory agencies because the current condition prevents fish migration. The Santa Clara Valley Water District's Safe Clean Water Program will help restore the fish passage and make habitat improvements through a partnership agreement that funds up to \$1,000,000 for removal of the existing crossing and creek restoration.

Coyote Creek Design (UPRR-Brokaw)

Design work is now commencing for a future paved trail and under-crossing. The alignment will extend northward from paved trail improvements recently constructed as part of the Orchard Park Development (Old Oakland Road to UPRR). Grant funding of \$712,700 was secured for design of the project.

Doerr Parkway Design

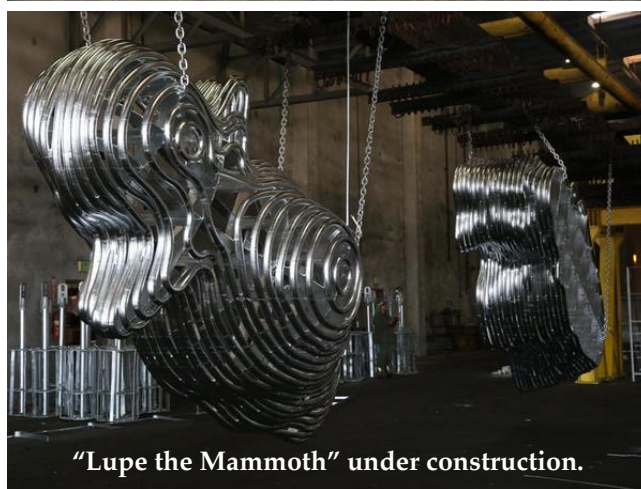
Design of the short 500' trail connection is at the 90% stage. Property boundary issues along the corridor have delayed completion of plans and real estate issues are still in process. Staff expects to commence construction of the paved trail improvements in Spring 2016. Doerr Parkway is named for former Mayor Robert Doerr who established the Sister Cities Program in the 1950's. The design of the trail will include pavement details that chronologically document the addition of San Jose's Sister City relationships over time.

Guadalupe River Master Plan (Virginia-Chynoweth)

Master planning work is underway, with field data collection, mapping of options and coordination with regulatory agencies now occurring. Staff expects to conduct a series of three community workshops starting in the Fall 2015. The master plan will define 6 miles of future paved trail development along the river, in order to connect downtown San Jose to south San Jose.

Guadalupe River Trail - Public Art - "Lupe the Mammoth"

One percent of Capital Improvement Projects is allocated to public art. For the Lower Guadalupe River Trail (paved and open to the public in April 2012), the art element will celebrate discovery of a Columbian Mammoth found along the river over 10 years ago. The fossils of the mammoth have been excavated and are now stored for future study. The art element celebrates the finding, with a 14' tall x 18' long "mammoth" composed of horizontally stacked and curved tubes. The art piece is now fully constructed and a surface treatment is being applied. Delivery and installation of "Lupe the Mammoth" is expected to occur in July 2015.



"Lupe the Mammoth" under construction.

Guadalupe River Trail / UPRR Under-Crossing Visibility Study

A study was completed that outlines short-term and long-term improvements at this narrow under-crossing. The short-term solutions include signage, striping and mirrors. Staff is proceeding with installation of advisory signs. The longer term proposal outlines reconstruction work to widen the under-crossing and eliminate some curves to maximize visibility. The project will be proposed for funding as part of the annual budget process.

Guadalupe River Under-Crossing (Coleman Road) Design

Construction documents are at the 95% stage with permits being secured from regulatory agencies. The project will support a continuous walking route around Lake Almaden, and improve access to the Guadalupe River and Guadalupe Creek Trails.

Guadalupe River Under-Crossing (Tasman Drive)

Project was completed last Fall. The under-crossing's lowest elevation was raised by 3' in order to be less impacted by regular tidal flows from the nearby Bay. The overall pavement surface was replaced to provide a smoother surface for walkers and cyclists.

Highway 87 Bikeway Enhancements

Updated signage and striping was installed last Fall between Narvarez Avenue and Willow Street. Repairs to fencing and other miscellaneous work occurred. This commuter trail links south San Jose to Downtown.

Los Alamitos Creek (Portswood Cir to Harry Rd)

This short project included 200' of asphalt pavement, signage and striping. The project site is at the end of the 6-mile Los Alamitos Creek Trail. Staff is not clear as to why this final portion remained unpaved, but the trail system is now consistently paved.

Los Gatos Creek - Caltrain Under-Crossing

Design coordination and collaboration continue with Caltrain and the Santa Clara Valley Water District through this constrained and complicated site, located between Auzerais Avenue and Bird Avenue (Downtown). Design work commenced this year and the design contract was recently increased to account for changes in Caltrain's bridge design that may impact the future trail under-crossing. Existing funding supports preparation of federal (NEPA) environmental documentation and a complete set of construction documents.

Lower Silver Creek (Alum Rock Avenue-Highway 680)

Design work slowed this year as the City and Santa Clara Valley Water District discussed the best options for a continuous trail through the channel. This reach of the trail system is particularly challenging because it extends for a significant distance along the base of the creek channel, and will therefore be subject to regular flooding with associated maintenance impacts. Staff is working with regulatory agencies to determine if a fully paved trail (easier to maintain) can be developed within the channel.

Milestone Markers

Mileage Markers are spaced at ¼-mile increment and allow recreational users to track their travels and serve as a location devices if calling 911 for assistance. The marker's precise location is known to the 911 Center staff, along with access and egress data for more rapid response. About 75% of the trail network now has markers, and remaining installations are planned through the summer of 2015 for trail systems in the Evergreen Area and south San Jose.

Penitencia Creek (Noble Avenue-Dorel Drive)

Construction of this trail reach was stalled for a second summer. Three utility companies are now scheduled to relocate their facilities within the sensitive channel. The City is awaiting a permit from the US Army Corps of Engineers and expects a permit shortly thereafter from the Regional Water Quality Control Board. An extension to a grant agreement is being negotiated at this time. Construction is expected to occur now in summer of 2016 because work within the sensitive channel may only occur between the months of June and October.

Penitencia Creek (King Road to Berryessa BART)

The VTA is lead the agency for construction of the trail from King Road to the new BART Station. Staff has negotiated a cost sharing agreement for the City to supplement the VTA's budget and fund the inspection of trail improvements. The VTA expects to

start construction of the trail this summer.

San Tomas Aquino Pedestrian Improvements

The City of Campbell is designing a pedestrian bridge to span over the creek. The project's location will serve adjacent San Jose neighborhoods. Staff has negotiated a cost sharing agreement to provide support funds to Campbell for the project's development.

Thompson Creek (Quimby Road-Aborn Avenue) Design

A consultant contract is anticipated to be awarded in Summer 2015. The scope of work has been agreed to for preparation of construction documents for this future paved trail. Early coordination with the Santa Clara Valley Water District has occurred to revisit past data from the master plan to ensure scope of design work in a channel with structural and operational challenges.

Thompson Creek (Tully Road-Quimby Road)

Operational challenges made a previously designed trail alignment along the east bank of the creek infeasible. Preliminary design of the trail along the west bank is now complete. The project is being developed in a collaborative fashion with the VTA. The VTA is constructing a sidewalk along 30% of the alignment so the City's trail in this area will functionally widen the sidewalk to meet trail standards. Construction is anticipated to commence in Spring 2016, with completion by October 2016.

Three Creeks Trail (Lonus Street to Guadalupe River)

A \$1,000,000 State grant was secured to support design and construction of the project. City funds supplement the budget. The grant agreement was executed, design firms were interviewed, and a landscape architectural firm was selected to design the 1-mile trail. Design work is now getting underway.

Three Creeks Trail Master Plan (west)

The master plan for the 1-mile trail project was completed and approved by Council earlier in the year. The plan defines a landscaped trail that links the Los Gatos Creek Trail to the future Guadalupe River Trail (Lonus Street to the river).

Three Creeks Trail (East) – Vision Study

The eastern alignment of the Three Creeks Trail is highly challenging to develop. Significant property acquisition is required, as is the need to span over Highway 87, and go beneath future high-speed rail that is also elevated in the area. A Vision Study is being developed to graphically show how major challenges might be resolved, and to help decision-makers and the community see what is possible. The Vision Study will be completed in Fall 2016, and will propose a trail alignment from the Guadalupe River Trail to the Coyote Creek Trail which is consistent with the Greenprint, General Plan, past council direction and aligns with community advocacy.

Communications Hill Trail

Staff worked closely with the Planning Department and Developer representatives to advocate for, and develop the alignment of a trail system on Communications Hill with links to Highway 87 Bikeway and future connection to Caltrain rail service. As a condition of the development, off-site

improvements will be made to the Highway 87 Bikeway to extend it as an off-street route to Curtner Avenue – thereby eliminating the on-street alignment between Carol Drive and Unified Way. Work on the trail is to occur in phases, and align with phased development of the hill's new neighborhoods.

Partners

Development of trails can only occur through partnerships with agencies, community groups and hardworking individuals. Many of the projects in this report would not be possible without the support of:

City of San José City Council

Santa Clara Valley Water District - Board of Directors and Staff

Staff from City of San José Departments and Offices

Santa Clara County Open Space Authority

County of Santa Clara

Santa Clara Valley Transportation Authority

State of California

Association of Bay Area Governments

San Francisco Bay Area Ridge Trail

Adopt-A-Trail Volunteers

Guadalupe River Park Conservancy

Silicon Valley Bicycle Coalition

Save Our Trails (community organization)

Five Wounds Neighborhood / Communiversity

California Coastal Conservancy

Many residents, bike groups and trail advocates who encourage and support expansion of the trail network.

www.sanjoseca.gov/sanjosetrails